



Movement Coordination, Commercial Vehicle Pass System, and the USACE Power Mission

State Agency Liaison Meeting
May 23, 2012

Kristin Ramos

Emergency Logistician
Washington Military Department
Emergency Management Division



Movement Coordination in Washington State

- ❑ Based on Katrina experience
 - ❑ Commandeering at gunpoint of shipments by local governments
 - ❑ Piracy of badly needed supplies
- ❑ Develop processes to better ensure the safe and timely transport of disaster resources into and through affected areas



Movement Coordination - 3 Activation Levels

- ❑ Level 1 is issuing a Commercial Vehicle Pass (CVP) allowing access to affected areas
- ❑ Level 2 adds the possibility of security escorts for sensitive resource shipments (medications and fuel)
- ❑ Level 3 includes a Movement Coordination Center, multiple Movement Control Points, and escorted convoy movements



Why Do Freight Disruptions Matter?

2007- 08 Closures in Washington State Caused \$75 M Economic Loss

2007 –

Due to record-high floodwaters, a 20-mile section of I-5 near Chehalis, Washington was completely closed from December 3 – 6. The two detours open to all trucks added 476 or 577 miles to trips taken around the closure.



Flood damaged I-5 – December 2007

2009 –

Severe flooding closed I-5 near Chehalis, Washington from January 7 - 9. The state's mountain passes were also closed due to avalanches and slides, so there were no detours available.



I-5 southbound – January 2009



I-5 Closure Detour Map: 2007






What is the Commercial Vehicle Pass system?

(Level 1 of the Movement Coordination Activations)

The commercial vehicle (CV) pass system is a new way of supporting freight movement by safely and efficiently authorizing emergency, essential and other goods delivery to and through affected areas during a highway disruption of two to seven days duration.

**Washington State
Department of Transportation**

20100707-0002

Move Date: 07/07/2010
Time: 12:00 to 15:00

**I-5 closed NB mp 68
detour US 12 to Morton
checkpoint - SR 7 to
Puyallup**

Ajax Trucking Co.


Lic: ABC 123

Contact: John Smith **Phone: 333-444-5555**

Cargo Items Valid for this Trip
Medical Supplies ** Generators

Display of this pass does not guarantee travel on Detour Route. Misuse of this pass is prohibited and will be invalid if tampered with. For information on this pass please contact the Emergency Operations Center at 555-555-5555.

TEST TEST



Sample of pass.



Why do we have the CV pass system?

Keeping freight moving during major transportation disruptions is critical to the state's economy and jobs, and ensures that the essential needs of our citizens are met.

Washington is the first state that has developed a program to prioritize emergency AND essential goods during major disruptions and closures. This program makes the state's priorities clear to shippers and trucking companies and helps them plan ahead for major disruptions.





When will the system be used?

The state will implement the CV pass system when major truck freight highways are closed or severely restricted, and a limited-capacity highway detour is available nearby. CV passes will be issued **based on the highway detour's capacity and the priority of goods carried**. Passes will not be issued until the detour route has been determined to be safe, potentially on the second or third day after the highway closure.





What are the CV pass priority categories?

Category A: Emergency supplies – Goods related to disaster relief for affected communities and the recovery of transportation, energy and other public services.

- **Category B: Essential supplies**
 - Healthcare supplies
 - Food and water
 - Fuel
 - Perishable goods: livestock and feed for livestock
 - Cash
 - Empty trucks resupplying essential goods
 - Parcel trucks
- **Category C: All other goods** – CV passes will be made available on a first-come, first-served basis if the detour has available capacity.





Movement Coordination Center

(Level 3 of the Movement Coordination Activations)

- ❑ Responsibilities:
 - ❑ Coordinating logistics for Movement Control Points with the State EOC
 - ❑ Tracking shipments of resources to and from Movement Control Points
 - ❑ Establishing routing into and through disaster affected areas
 - ❑ Coordinating security escorts and emergency support for convoy movements



Movement Coordination Center (cont'd)

- ❑ Located on Camp Murray
- ❑ Staffing includes National Guard, Washington State Department of Transportation (WSDOT), Washington State Patrol (WSP)



Movement Control Points

❑ Responsibilities:

- ❑ Receiving incoming resource shipments
- ❑ Reporting arrival for ordered resources
- ❑ Organizing individual vehicles into convoys
- ❑ Coordinating routing and security escorts with MCC

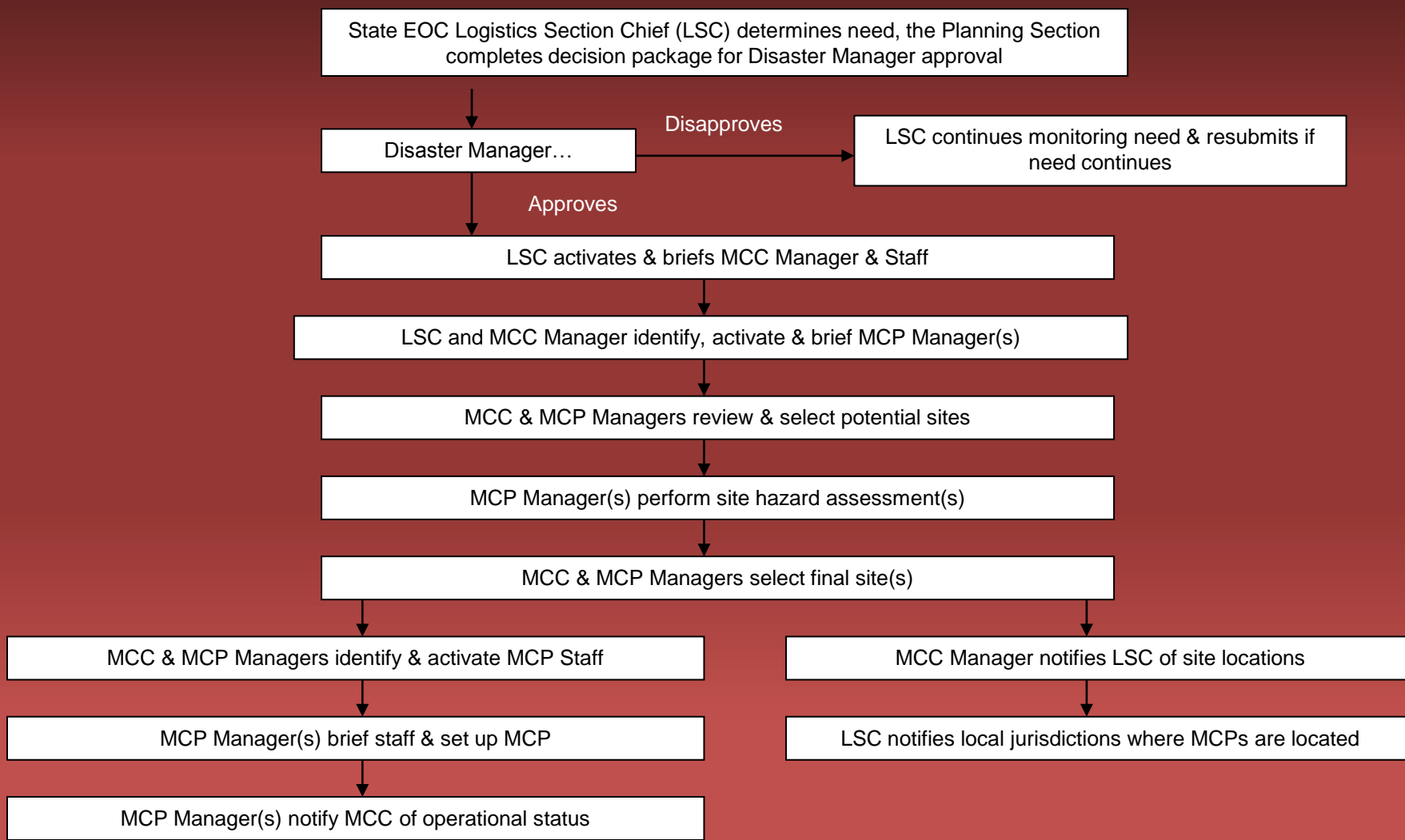


Movement Control Points

- ❑ Potential locations include Safety Rest Areas, WSDOT pit locations, truck stops, etc.
- ❑ Planning for multiple MCPs activated following a major disaster
- ❑ Staffing includes National Guard, Washington State Department of Licensing (WSDOL), WSP, Local Jurisdictions

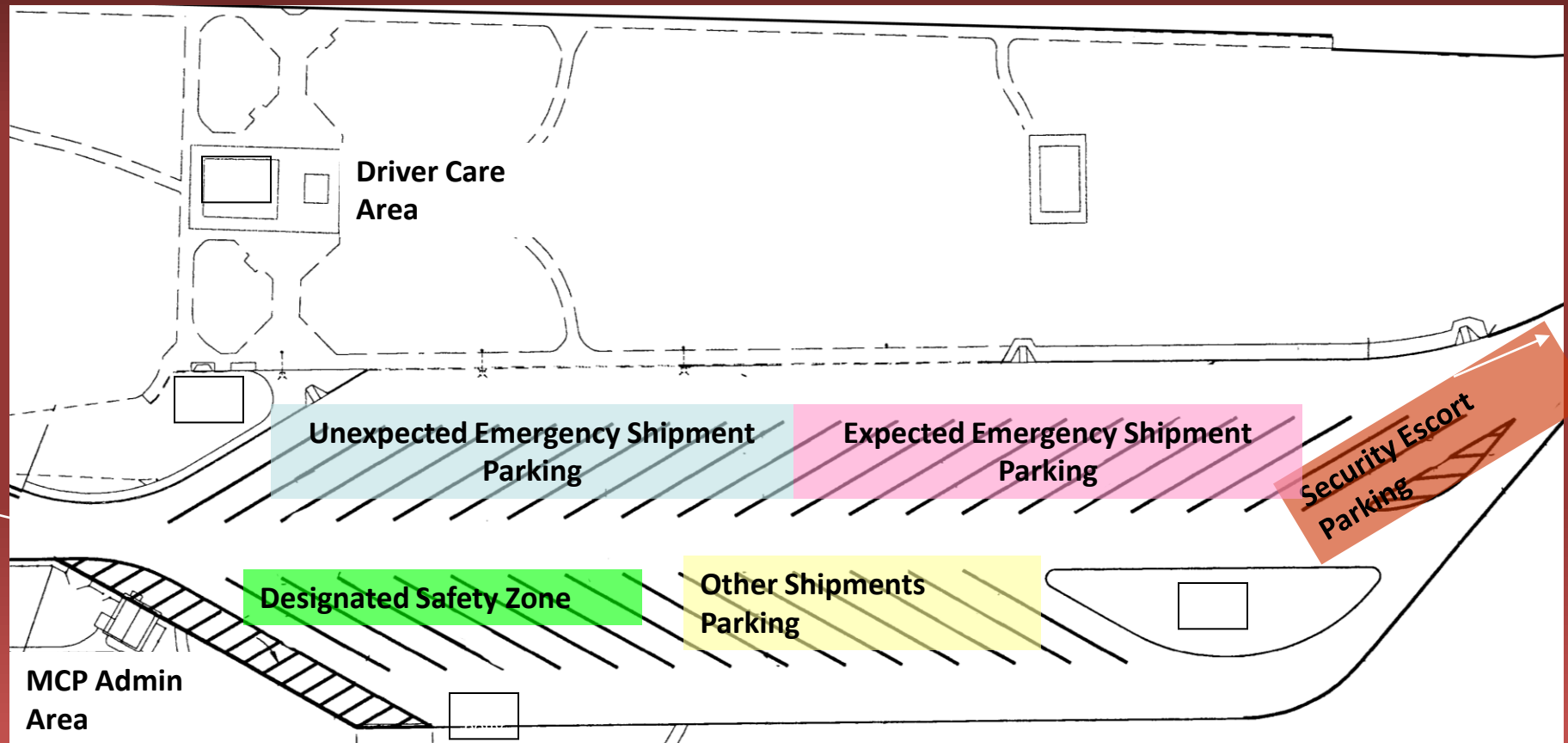


Activation Flow



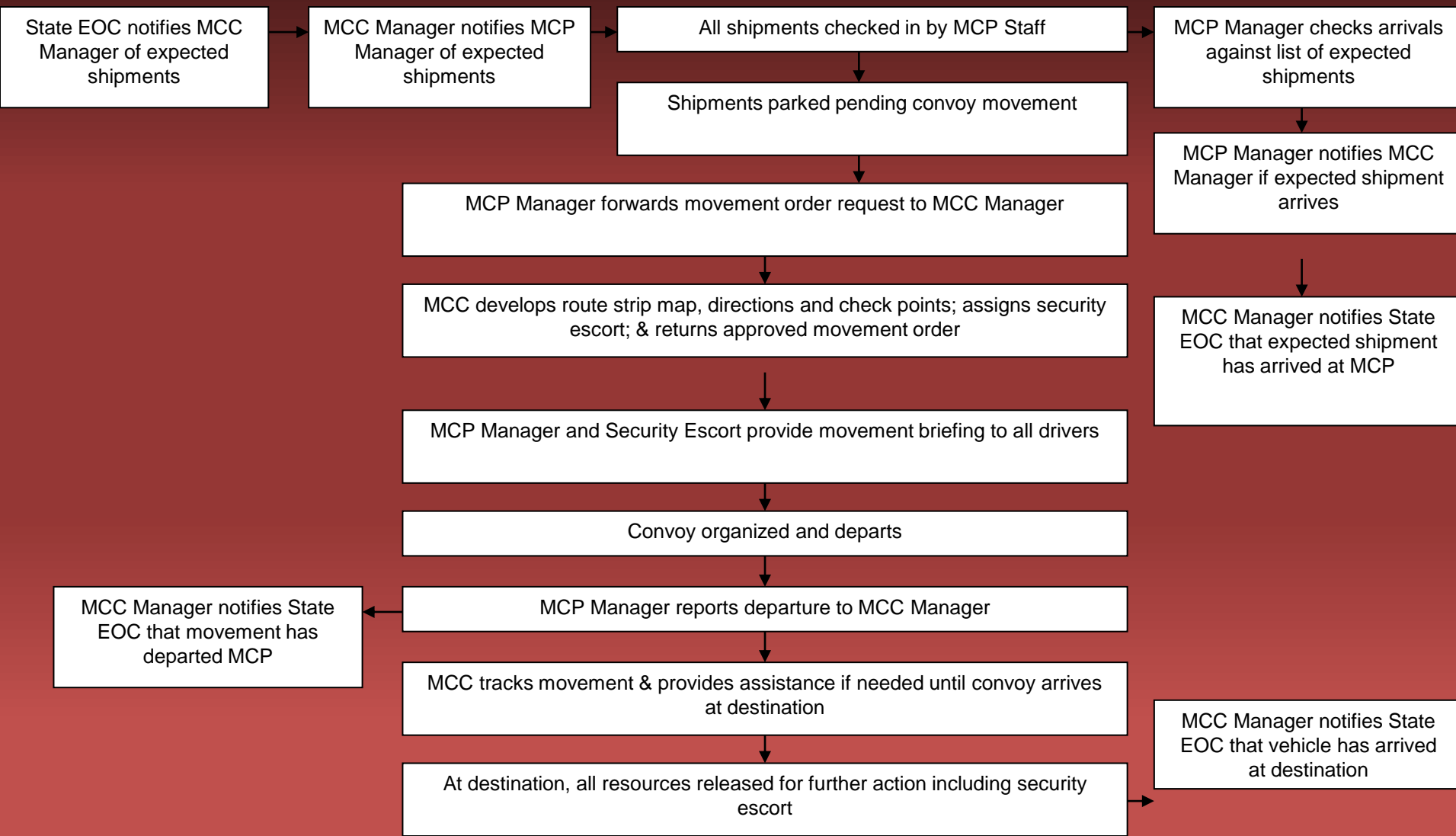


Movement Control Point Layout





Basic Movement Process Flow





MCP Activities: Check-In Process

- ❑ Do an initial screening for potential falsified documents or licenses
- ❑ Docutector web-based program
- ❑ Should a discrepancy be noted, refer their information to MCP Manager or site security for follow up
- ❑ Collect information on each vehicle arriving using the MCP check in / check out form



MCP Activities: Check-In Process (cont'd)

- ❑ MCP Manager/Assistant compares Bill of Lading/Order numbers from arriving trucks with the list of anticipated orders
- ❑ Notify MCC of arrival of anticipated ordered resources



MCP Activities: Convoy Organization

- ❑ Upon check in, vehicles are parked in convoy order for onward movement
- ❑ MCP Manager forwards a movement request to the MCC for approval and routing
- ❑ Upon return of the approved movement request with routing, MCP Manager and lead escort provide a movement briefing to the drivers



MCP Activities: Movement Briefing

- ❑ Route information including geographic considerations, established checkpoints, and expected timeline to final destination (MCP Manager)
- ❑ Review of known vehicles that intend to break away from the convoy en route (MCP Manager)
- ❑ Environmental or hazard conditions expected (MCP Manager)
- ❑ General safety or security concerns (lead escort)
- ❑ Operational instructions (lead escort)



MCP Activities: Onward Movement

- ❑ Traffic Controllers check out trucks on Check In/Check Out Form
- ❑ The lead escort vehicle starts out of the MCP at a slow pace to allow each of the convoy vehicles to fall in behind with Traffic Controller assistance
- ❑ The MCP Manager or Assistant records the time of departure in the Remarks field of the Movement Order once the last vehicle has departed
- ❑ The MCP Manager contacts the MCC to notify them of convoy departure.
- ❑ The MCP Manager monitors the convoy movement for trouble indicators



MCP Demobilization

- ❑ MCC notifies MCP Manager of pending demobilization
- ❑ MCP Manager briefs site staff on timelines, solicits After Action Review (AAR) comments, and determines expectations for site restoration
- ❑ Borrowed, rented, leased or contracted equipment is returned to the owner(s)
- ❑ Simple clean up will be accomplished by MCP staff



MCP Demobilization (cont'd)

- ❑ MCP Manager reviews all alterations made to the site and determines repairs needed to restore the site back to original condition
- ❑ MCP Manager takes documentary photographs of the site
- ❑ MCP Assistant assembles hardcopy files and provides them to the MCC



United States Army Corps of Engineers (USACE)

Power Mission



[Play Video](#)



United States Army Corps of Engineers (USACE)

Power Assessments

Following a natural disaster or emergency, the U.S. Army Corps of Engineers can provide state and local officials with a variety of support regarding emergency power needs at critical public facilities

The Corps has Emergency Power Planning and Response Teams (PRTs) with the capability to deploy and provide support ranging from technical expertise to installation of emergency generators at critical public facilities, such as hospitals and shelters.

The Emergency Power PRTs work closely with the 249th Engineer Battalion, to perform assessments and determine the generator required at each facility, as well as, the connection materials required at critical public facilities during emergencies.



**US Army Corps
of Engineers®**



United States Army Corps of Engineers (USACE)

Power Assessments

The Emergency Power PRTs work closely with FEMA, the Department of Energy, local and state entities, and contractors to execute this mission.

Emergency Power PRTs, 249th Engineering Battalion and contractors can provide many services during emergency situations, which include:

- ❑ Assessing the emergency power requirements needed at a facility
- ❑ Assessing the conditions and capabilities of existing emergency generation equipment



**US Army Corps
of Engineers®**



USACE Power Assessments, Cont.

- ❑ Assessing the emergency power requirements needed at a facility
- ❑ Assessing the conditions and capabilities of existing emergency generation equipment
- ❑ Installation, operations, fueling and maintenance of emergency power generation equipment
- ❑ Safety inspections and damage assessments of electrical distribution systems and equipment
- ❑ Preparation and installation of generators, along with their operation and maintenance





USACE Power Assessments, Cont.

- ❑ De-installation and return of generators once the normal power grid is operational.
- ❑ During emergency power response activities, priorities are determined by state and/or local officials and fall into the following categories:
 - ❑ Life saving (911 centers, police and fire stations and medical facilities)
 - ❑ Life sustaining (shelters, water and wastewater treatment and pumping facilities)
 - ❑ Other municipal facilities to reinstitute local command and control and post-event recovery





USACE Power Assessments in Washington State

- ❑ Dates of USACE assessments - between June 4 and 15 - covering over 700 identified sites submitted by cities, counties, and state agencies
- ❑ Approximately 4 – 5 teams will be used
- ❑ Seattle Center Pavilion will be taken off the grid and put on generator power as a test on June 13





USACE Power Assessments in Washington State

- ❑ The purpose of the pre-installation inspections is to shorten the time it takes to provide backup power by already having determined the size of generator and hookups needed.
- ❑ One of the concerns to be addressed in the Functional Exercise is to ensure that the FEMA generators make it to Washington without being held up in transit by a state due to weight and size restrictions.





EMD Logistics Contact Information

Chris Utzinger

Emergency Logistics Program Manager

(253) 512-7059

chris.utzinger@mil.wa.gov

Craig Ginn

Emergency Logistician

(253) 512-7097

craig.ginn@mil.wa.gov

Kristin Ramos

Emergency Logistician

(253) 512-7058

kristin.ramos@mil.wa.gov